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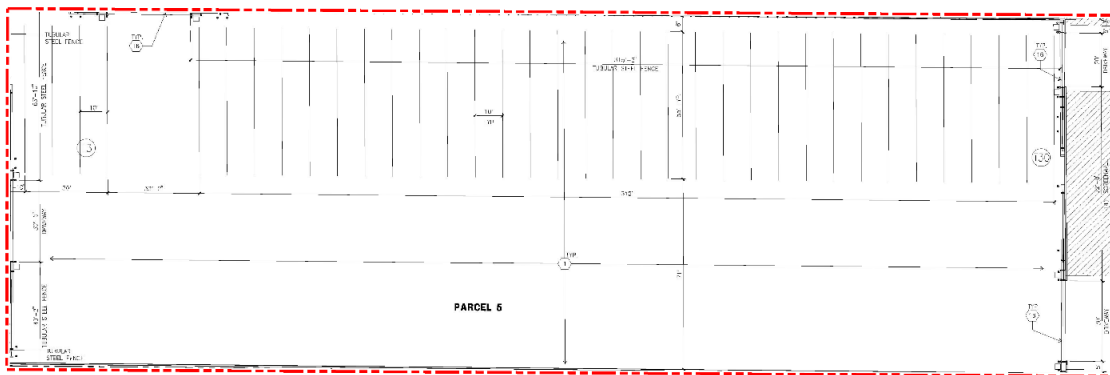
Ms. Tina Andersen  
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**GLC FULLERTON TRUCK TRAILER STORAGE AQ & GHG ASSESSMENT**

Ms. Tina Andersen,

Urban Crossroads, Inc. is pleased to provide the following Air Quality (AQ) and Greenhouse Gas (GHG) Assessment for the GLC Fullerton Truck Trailer Storage development (referred to as "Project") located at 1223 South State College Boulevard in the City of Fullerton. The project includes demolition of an existing approximately 24,600 square foot single-story multi-tenant commercial/industrial building to construct a truck trailer parking lot with 34 spaces on 1.25-acres, which would serve the previously approved Goodman Logistics Center (GLC) Fullerton buildings as shown on the Project site plan on Exhibit A. This AQ & GHG Assessment was prepared to support a CEQA Addendum to the approved Goodman Logistic Center Fullerton EIR (Prior EIR). The purpose of this AQ & GHG Assessment is to describe the potential Project-related construction and operational air quality and greenhouse gas impacts.

**EXHIBIT A: SITE PLAN**



## PROJECT CONSTRUCTION

It is anticipated that construction of the proposed truck trailer parking lot would occur over approximately 68 calendar days beginning February 15, 2022 and lasting through April 23, 2022. Construction activities would primarily involve demolition, grading, and concrete paving for the proposed truck trailer parking lot. It is anticipated that the proposed truck trailer parking lot construction could occur concurrent with the paving of the truck courts associated with Buildings 3 and Buildings 4 of the Prior EIR.

The Prior EIR similarly evaluated construction activities that include demolition, grading, and concrete paving and vertical construction on approximately 66.10 acres. The proposed truck trailer parking lot, by comparison, is comprised of approximately 1.25 acres.

## AIR QUALITY

### CONSTRUCTION

Given the scope and size of the proposed truck trailer parking lot, construction activities are not expected to be more intense than what was studied previously in the Prior EIR. A summary of the emissions associated with truck court paving activities from the Prior EIR is summarized on Table 1 below.

**TABLE 1: TRUCK COURT PAVING EMISSIONS FROM PRIOR EIR**

Year	Emissions (lbs/day) <sup>1</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Paving Emissions	1.58	11.15	15.04	0.02	0.57	0.52
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Prior EIR Air Quality Impact Analysis Appendix 3.1, CalEEMod Outputs

As shown, emissions associated with the truck court paving as evaluated in the Prior EIR are well below the SCAQMD's applicable thresholds and are also well below the maximum daily emissions identified in the Prior EIR for overall construction activity.

As such, even if the proposed truck trailer parking lot emissions were equal to the emissions identified in Table 1 above, and occurred at the same time, there would be no exceedance of the applicable thresholds and impacts would be less than significant and consistent with what was already disclosed in the Prior EIR.

### OPERATIONS

As previously noted, proposed truck trailer parking lot is intended to serve the adjacent GLC Fullerton buildings and would not be a specific generator of truck traffic and consequently

emissions. The amount of potential on-site travel associated with the truck trailer parking would be less than ¼ mile. As such, potential emissions associated with increased travel associated with the proposed truck trailer parking lot can be conservatively estimated by taking a ratio of truck emissions from the Prior EIR relative to the travel distance. As shown on Table 2, a potential increase in emissions associated with increased truck travel due to the truck trailer parking lot would be negligible.

**TABLE 2: TRUCK TRAILER PARKING LOT TRAVEL OPERATIONAL EMISSIONS**

Year	Emissions (lbs/day) <sup>1</sup>					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Paving Emissions	0.03	1.29	0.34	0.01	0.20	0.06
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Source: Prior EIR Air Quality Impact Analysis Table 3-8, Mobile Source (Trucks) emissions x (¼ mile ÷ 40 miles).

## HEALTH RISK ASSESSMENT

The Prior EIR evaluated potential health risks associated with diesel particulate matter (DPM) at the nearest residence located approximately 1,282 feet south of the site. The nearest residence to the proposed truck trailer parking lot is located at a distance of approximately 2,017 feet to the south (as shown on Exhibit B), which is a greater distance than evaluated in the Prior EIR. Any potential increase in DPM associated with the truck trailer parking lot would be offset by the greater distance to the nearest residence. As such, potential health risks associated with the proposed truck trailer parking lot are not expected to be greater than those disclosed in the Prior EIR.

## GREENHOUSE GAS EMISSIONS

As noted in both the construction and operational air quality discussion above, the proposed truck trailer parking lot could result in negligible emissions increase for air quality emissions. Similarly, negligible emissions increase in greenhouse gases would be expected which would not result in any potential impacts or a substantial amount of emissions beyond what was already evaluated in the Prior EIR.

Respectfully submitted,

URBAN CROSSROADS, INC.



Haseeb Qureshi  
 Associate Principal

### EXHIBIT B: DISTANCE TO THE NEAREST RESIDENCE (R6)

